

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No 5205

號五廿月五年二十三緒光

MONDAY, JULY 16, 1906.

一拜禮

號六十月七年七英港

\$50 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$ 9,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. Mr. W. J. Gresson
C. R. Lehmann, Esq.
D. M. Nissim, Esq.
A. J. Raymond, Esq.

ACTING CHIEF MANAGER
Hongkong—H. E. R. HUNTER.
Shanghai—W. ADAMS GRAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 5th June, 1906.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1906.

DEUTSCHE ASIATISCHE BANK K.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow Kobe
Peking Singapore Tientsin Tsingtau
Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Sackhandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Gleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
F. S. H. Sauer
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS made on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.
Hongkong, 26th May, 1906.

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1834.

PAID-UP CAPITAL Fl. 45,000,000 (L. 3,750,000).

RESERVE FUND Fl. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Raasoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalangan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Achen), Telok-sembawa (Achen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Hiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2 1/2 per annum on daily balances.

Fixed Deposits 12 months 4 1/2 per annum.

Do. 6 do. 4 per do.

Do. 3 do. 3 1/2 do.

L. ENGEL,
Agent.
Hongkong, 28th February, 1906.

DENTAL SURGEON.

G. DE PERDORGE.

DIPLOMA: PARIS.

Latest Improvements Including PORCELAIN FILLINGS.

HOTEL MANSIONS,

Pedder Street.

Hongkong, 1st June, 1906.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000

CAPITAL PAID-UP....." 21,000,000

CAPITAL UNPAID....." 3,000,000

RESERVE FUND....." 10,300,000

SPECIAL RESERVE FUND....." 1,000,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKYO, HONOLULU, SHANGHAI, NAGASAKI, NEWCHANG, LYONS, MUKDEN, SAN FRANCISCO, PORT ARTHUR, BOMBAY, CHEFOO, TIENTSIN, DALNY, KOBE, TIE-LING, LONDON, OSAKA, NEW YORK.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LD.

THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months at 5 per cent.

6 " " 4 " "

3 " " 3 " "

TAKAO TAKAMICHI,
Manager.
Hongkong, 14th May, 1906.

THE CHARTERED BANK OF INDIA.

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1833.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHAREHOLDERS.....£800,000

RESERVE FUND.....£975,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

6 " " 3 " "

3 " " 2 " "

T. P. COCHRANE,
Manager.
Hongkong, 16th May, 1906.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS:

AUTHORISED.....GOLD \$10,000,000

CAPITAL PAID UP.....GOLD \$ 3,250,000

RESERVE FUND.....GOLD \$ 3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.

6 " " 4 " "

3 " " 3 " "

H. PINCKNEY,
Manager.
No. 9, Queen's Road Central.
Hongkong, 19th September, 1905.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m.; 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 12th July, 1906.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong 28th May, 1905.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON AND ANTWERP VIA SINGAPORE, PENANG, CO. LOMBO, PORT SAID and MARSEILLES..... JAPAN..... About 18th July } Freight and Passage.

YOKOHAMA VIA SHANGHAI, SUNDAY..... About 19th July } Freight and Passage.

SHANGHAI..... About 26th July } Freight and Passage.

LONDON, &c..... 28th July } See Special Advertisement.

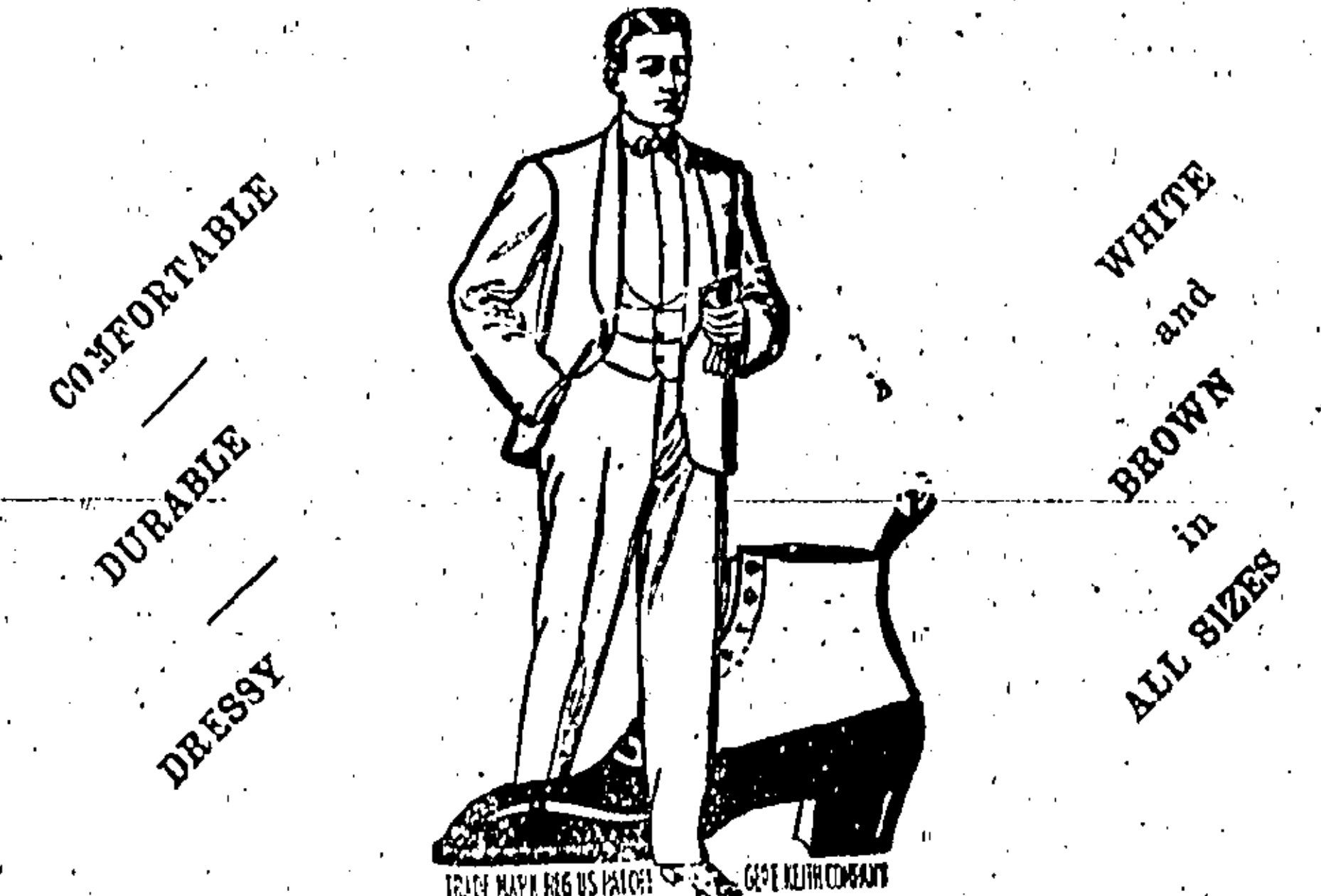
For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 16th July, 1906.

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED A SHIPMENT OF "WALKOVER" BOOTS & SHOES.



LANE, CRAWFORD & CO.

Hongkong, 12th July, 1906.

AQUARIUS Co.'s

STONE GINGER BEER.

THE BEST GINGER BEER OBTAINABLE.

Telephone No. 75.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 11th July, 1906.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

CHEAP EXCURSIONS TO MACAO.

SATURDAY, the 21st instant,

THE Company's Steamship

"HEUNGSHAN,"

will depart from the COMPANY'S WHARF at 2 P.M. according to schedule.

Returning departure from Macao about 7 P.M.

Return Fare, 1st Class..... \$4.00

" " returning on Sunday..... 5.00

" 2nd Class, available to return on Sunday..... 2.00

OTHER RATES AS USUAL.

SUNDAY, the 22nd instant.

Time of departure from Hongkong 9 A.M. from DOUGLAS WHARF.

" " from Macao 3 P.M.

A second departure from Hongkong to Macao at 7 P.M.

CAPE WEISMANN will supply Luncheon and Refreshments.

MACHADO'S BAND will play Selections of Music.

Popular Excursion Rates as usual.

Children under 12 years Half-Price. NO CHILTS will be accepted, and servants' passages must be paid for.

W. E. CLARKE,
Acting Secretary.

Hongkong, 16th July, 1906.

Intimations.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujimatsu, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunkibara and other Coals.

S. MINAMI, Manager, Hongkong.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1905.

NIKKO CO. GREEN ISLAND CEMENT COMPANY, LIMITED.

WHOLESALE AND RETAIL DEALERS, in all kinds of.

PORTLAND CEMENT.

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.

Hongkong, 28th April, 1906.

[510] Hongkong, 30th September, 1906. [57]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 15th March, 1906.

H. HAYNES,

Manager.

VICTORIA HOTEL, SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL, MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

HOTEL CRAIGIEBURN.

PRINCE'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1906.

CARLTON HOUSE HOTELS.

Nos. 8 and 10, Ice House Road.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 7th May, 1906.

[516] Hongkong, 4th December, 1905. [30]

ORIENTAL HOTEL MACAO.

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Wm. POWELL,
LTD.,
GENERAL
FURNISHERS,
HONGKONG.

SOLE AGENTS
for
Hongkong, China,
and Japan.

ADDISON'S
PATENT
PORTABLE
SANITARY
COMMODORE
Hermetically Sealed.
Specially adapted
for hot climates.

The ACME of
CLEANLINESS.
Stocked in
Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.
Price \$21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.
Price \$18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.
Price \$14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and solid resisting.
Price \$14.50.

Wm. POWELL, Ltd.,
Alexandra Buildings,
HONGKONG.

Hongkong, 13th July 1906

Entimations.
K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.
NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.
SOCKS (Linen), LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAWA ERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.
Inspection earnestly solicited.
Hongkong, 28th May, 1906. [530]
THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars Two per Share for the six months ending 31st June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 25th instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.
Hongkong, 13th July, 1906. [730]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$1.50 per Share for the six months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 25th instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 10th July, 1906. [718]

GOVERNMENT BILLS.
TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M. on the 17th July, 1906.
The Tenders to state the total amount (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.
The Tenders to be in Duplicate, and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."
The right to accept or reject any or all of the Tenders is reserved.
Copies of Forms of Tender can be had on application.
J. P. GALE,
Capt., A. F. D.
H.M. Treasury Chest Officer.
His Majesty's Treasury Office,
Fletcher Street,
Hongkong.
Hongkong, 13th July, 1906. [725]

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:—
1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulations.
The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.
Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.
By Order,
W. BOWEN ROWLANDS,
Secretary.
Hongkong, 6th July, 1906. [709]

NOTICE.
WE hereby beg to notify our Customers that WE CANNOT ACCEPT MORE THAN TWO DOLLARS in Subsidiary Coins in payment of your accounts AND OUR SHROFFS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.
A. S. WATSON & CO., LD.
Hongkong, 3rd July, 1906. [697]

PRIVILEGE.
In their fortnightly report of 14th inst. Messrs. Lamke & Rogge write:—Freights coastwise remain extremely dull, and for want of paying employment boats of all sizes continue to be laid up.
The fortnight under review has been even more than ordinarily quiet; the list of the period's charters attached to this circular will therefore be found to be smaller than for some time past.
In connection with Saigon loading, excepting some slight inquiry for Java, more marked for more distant dates, there has been practically no demand at all. Rates to Hongkong, Japan, the Philippines, etc. are all entirely nominal.
To Java, 1 port N. C. prompt, a boat was done at 21 cents; subsequently a steamer, with a view of somehow securing a freight, took a like charter at 17 1/2 cents. For forward, August-September loading, several further cargoes are believed to have been fixed at or about 20 cents, but details of charters are withheld.
As concerns Bangkok, there is no room for outsiders at present, although, as for rates Bangkok to Hongkong, these are unchanged, due to some arrangement between the Nordde. Lloyd and the new rivals, the N. Y. K.
From Java, chartering for this port has come to a temporary stop. We learn that through prolonged bad weather the sugar cane is not sufficiently ripe yet, and that several Mills have stopped working. Java to Japan, tonnage has been inquired after for about 6,000 tons, August loading, at 9 1/2.
Philippines to Hongkong: There is tonnage offering and no offers of freight forthcoming.
Newchwang: Business is reported as further reduced rates. As low as 18 and 17 cents has now been accepted for Hongkong and Canton.
Honey: A charter is reported to Canton at only \$1.75. For Hongkong there is no particular demand, anything like recent rate could not at present be obtained anyhow.
From Japan for Hongkong: Offers for a boat 4,000 tons to land Kuchinotzu to Hongkong at about \$1.30 have not so far found a taker.
Moji to Hongkong, the market is unchanged, rate \$1.3 for any size; \$1.35 in one instance been paid.
Concerning Sailors:—We note from a New York shipping report following charters, Hongkong to Baltimore or New York, general cargo, private terms, viz.:—
Ship *L. F. Chapman*, 7, 14' tons, (February 14th, Philadelphia to Cavite).
Ship *S. P. Hitecock*, 2,085 tons, (April 6th, Baltimore to Cavite).
Coasting charters none have been reported.
Sail tonnage Disengaged:—American, bark *Alva*, 1,300 ton reg.
Departures of Sailors:—None.

PRaised BY PHYSICIANS.
THE GREAT MEDICINE FOR NERVE DEBILITY AND ANEMIA.
DR. WILLIAMS' PINK PILLS.
Not long ago that celebrated medical authority Dr. Giuseppe Lannoni, physician to Pope Pius X, was pleased to speak in strong terms of praise of Dr. Williams' Pink Pills for Pale People. He recorded in writing his high opinion of these Pills as a remedy for Anemia (weak watery blood) and Neurasthenia (Nerve Debility), and permitted the publication of this document, the significance and weight of which cannot be overestimated, in all the leading newspapers of the world. And in support of the opinion of Dr. Lannoni, our eminent medical men have added their appreciation of this famous medicine.

DR. GEORGE ORIOI, whose high opinion of DR. WILLIAMS' PINK PILLS appears in this article.
Read what another great practitioner says:—
Dr. George Orioi, 4, Rue de l'Entrepot, Paris, writes:—
"Dr. Williams' Pink Pills yield excellent results to my patients in cases of poverty of blood, nervous debility and ailments of women. I have succeeded particularly in curing, by a relatively short treatment of Dr. Williams' Pink Pills, a person suffering from aggravated Anemia."
Dr. E. Coulouma, well-known at St. Chinian, Hérault, France, prescribes Dr. Williams' Pink Pills regularly. This is his appreciation of them:—
"After a very satisfactory experiment I regularly prescribe Dr. Williams' Pink Pills for the anemic and the neuritic, especially among female patients. Dr. Williams' Pink Pills have given the happiest results among young girls—also mothers. I prescribe them in cases of Anemia, Neurasthenia and other womanly ailments common among my patients."
Dr. Williams' Pink Pills cure all diseases arising from weak nerves and overstrain, or from residence in tropical climates, such as liver ailments, the after effects of intermittent malaria, and other fevers, paralysis, beri-beri, locomotor ataxia (the latter always incurable by ordinary medicines), sciatica, St. Vitus' dance, spinal disease, nervous headache, and heart disease; also disorders arising from weakness and impoverished blood, such as anæmia, rheumatism, indigestion, shortness of breath, hysteria, female disorders, and pale and sallow complexion. These pills (which are intended for both sexes, but are especially valuable to ladies in the characteristic ailments of their sex) are sold in round neckless bottles, with a pink outer wrapper, bearing in red letters the full name (seven words), "Dr. Williams' Pink Pills for Pale People."
They are obtainable at most shops where medicines are sold and also direct from the Dr. Williams' Medicine Co., Singapore, who forward 6 bottles for \$8 or 1 bottle for \$1.50 post free to any address."

THE HONGKONG VOLUNTEER CORPS.
A GRAND PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND, on SATURDAY, July 21st, at 9.15 P.M.
Tickets: (Price \$2 and \$1)
Can be obtained from Volunteer Headquarters (near Hongkong Club) and from the Robinson Piano Company.
Hongkong, 14th July, 1906. [734]

To Let.
HOTEL MANSIONS.
ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.
Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.
Hongkong, 9th July, 1906. [714]

TO LET.
TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.
Floor Area 6,100 square feet each.
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [147]

TO LET.
NO. 16, HOLLYWOOD ROAD, and NO. 2, OLD BAILEY.
Apply to—
ARRATTON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd July, 1906. [634]

SHAMZEN, CANTON.
TO LET.
NO. 2, WEST END TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th July, 1906. [703]

TO LET.
"HAYTOR," THE PEAK.
Immediate Possession.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Goddard Road.
A HOUSE in RIFON TERRACE.
FLATS in MORANTON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1906. [72]

TO LET.
NO. 15, KNUITSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 30th December, 1905. [74]

THE HONGKONG VOLUNTEER CORPS.
A GRAND PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND, on SATURDAY, July 21st, at 9.15 P.M.
Tickets: (Price \$2 and \$1)
Can be obtained from Volunteer Headquarters (near Hongkong Club) and from the Robinson Piano Company.
Hongkong, 14th July, 1906. [734]

THE HONGKONG VOLUNTEER CORPS.
A GRAND PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND, on SATURDAY, July 21st, at 9.15 P.M.
Tickets: (Price \$2 and \$1)
Can be obtained from Volunteer Headquarters (near Hongkong Club) and from the Robinson Piano Company.
Hongkong, 14th July, 1906. [734]

THE DRINK of the HOMELAND

Age and Quality Guaranteed.

Supreme among Scotch Whiskies

ASK FOR **WATSON'S** NO. 10 DUNDEE WHISKY

JAMES WATSON & Co. Ltd., DUNDEE.

And Known all the World round.

Auctions.
PUBLIC AUCTION.
THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 17th July, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, 380 Boxes of MANILA CIGARS, 32 Pairs BOOTS and SHOES, AND 3 TYPE WRITERS (One by Alder's).
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th July, 1906. [712]

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON THURSDAY, the 19th July, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street, A NUMBER OF BOOKS "Index to the Streets, Houses and Leased Lots" of the Colony of Hongkong and its Dependencies. (In English and Chinese, compiled by late Mr. BRUCE SHEPHERD).
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 13th July, 1906. [727]

BY ORDER OF THE MORTGAGEES.
PUBLIC AUCTION.
MESSERS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION, ON THURSDAY, the 19th July, 1906, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Vaux Road Central, (corner of Ice House Street), THE FOLLOWING VERY VALUABLE RECLAMATION PROPERTY, situate at Victoria, in the Colony of Hongkong.

All this PIECE or PARCEL OF GROUND situate at Victoria aforesaid and registered in the Land Office as SECTION A OF THE SOUTHERN PORTION OF THE PRAYA RECLAMATION TO MARINE LOT No. 57. The Property is held under the usual Reclamation Agreement at an Annual Crown Rent of not exceeding \$200.00. The Property contains an area of 11,000 square feet or thereabouts.
For further particulars and conditions of sale, apply to
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees, or to
Messrs. HUGHES & HOUGH,
The Auctioneers.
Hongkong, 28th June, 1906. [688]

PUBLIC AUCTION.
THE Undersigned will sell by Public Auction, ON TUESDAY, the 24th July, at 12 o'clock Noon, The Hulk "MEANEE," late "SCREW," 3rd Rate, 3,542 tons.
(Lately used by War Department as a Hospital Ship).
CONDITIONS OF SALE.
The Hulk will be sold as the now lies in Hongkong Harbour with all Fittings, etc., and about 150 tons of IRON BALLAST on Board, with the exception of the following which will not be sold, viz.:—
CHAIN CABLES.
Cables will be removed by the NAVAL YARD when a date for the removal of the vessel has been arranged by purchaser with the NAVAL YARD.
The vessel will be open to inspection for Seven Days before date of Sale, between 10 A.M. and Noon, and 2 P.M. and 4 P.M. (SATURDAY and SUNDAY excepted).
Inspecting Orders can be obtained from the Auctioneers.
The Sale will take place on Board. A Steam Launch to convey intending purchasers will leave Blake Pier at 11 A.M., 11.30 A.M. and 11.45 A.M. on day of sale.
TERMS:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected within Seven Days after date of sale.
HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, 11th July, 1906. [712]

Entertainment.
HONGKONG VOLUNTEER CORPS.
A GRAND PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND, on SATURDAY, July 21st, at 9.15 P.M.
Tickets: (Price \$2 and \$1)
Can be obtained from Volunteer Headquarters (near Hongkong Club) and from the Robinson Piano Company.
Hongkong, 14th July, 1906. [734]

To Let.
HOTEL MANSIONS.
ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.
Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.
Hongkong, 9th July, 1906. [714]

TO LET.
TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.
Floor Area 6,100 square feet each.
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [147]

TO LET.
NO. 16, HOLLYWOOD ROAD, and NO. 2, OLD BAILEY.
Apply to—
ARRATTON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd July, 1906. [634]

SHAMZEN, CANTON.
TO LET.
NO. 2, WEST END TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 5th July, 1906. [703]

TO LET.
"HAYTOR," THE PEAK.
Immediate Possession.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Goddard Road.
A HOUSE in RIFON TERRACE.
FLATS in MORANTON TERRACE.
Apply to—
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Hongkong, 1st June, 1906. [72]

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Can be obtained from Volunteer Headquarters (near Hongkong Club) and from the Robinson Piano Company.
Hongkong, 14th July, 1906. [734]

Entimations.

THE POPULAR SCOTCH IS "BLACK & WHITE"

Supplied by **WATKINS Ltd.** Apothecaries Hall, HONG KONG.

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
HRH. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [51]

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.
PRICE 10s.50 per case of 48 bottles (quarts) or 6 doz. pints.
Special Prices for Quantities.
Sole Agents:—
STRIMSEN & CO.
Hongkong, 14th January, 1903. [62]

THE WINE GROWERS SUPPLY CO.

CLARETS.

BARRETTO & Co.
General Agents, Hongkong.

St. George..... 84.00 Per Dozen Quarts.

Cru-Wynbron..... 4.50 " "

Cotes..... 5.00 " "

Montferand..... 5.50 " "

Medoc..... 6.00 " "

St. Emilion..... 6.00 " "

St. Estephe..... 6.50 " "

St. Julien..... 7.50 " "

St. Estephe Su-perior..... 9.00 " "

Chateau Margaux 9.00 " "
Chateau Leoville 9.00 " "
Chateau Lafite 10.00 " "
Chateau Larose 10.50 " "

Hongkong, 16th July, 1906.

left Kobe *via* Moji and Amoy for the 15th inst., and may be expected here on

1. *Journal of the American Medical Association*, 1990; 263: 1025-1028.

THE "SAINAM" PIRACY.

COMPLETE NARRATIVE.

DR. BELL'S AND KOCHE'S SUCCESSFUL OPERATION.

Since the *Sainam* tragedy on the high seas on the 10th December, 1899, pirates have continued to become the scourge of peaceful traders and travellers on the southern coast of China. The recurrence of organised piratical raids has invested with a feeling of uncertainty and risk the operations of trade vessels whose construction and equipment involve no inconsiderable sums of money to the enterprise of their builders and owners. That this is particularly hazardous when it is considered that it is specially declined by underwriters in connection with cargo and passenger vessels trading on the Canton and West River deltas.

That the risk alluded to is not an imaginary but a very real one is established by the full and yet necessarily incomplete record of piracies which have occurred in the waters of those deltas. Within as many as six months no less than a like number of reported raids on vessels trading between the riverine ports has been carried out such as bold in its conception and as completely successful in its execution. No locality is impossible. No distance too close to the so-called guards of all. No flag is respected. No discrimination is made between native and foreign victims. A British motor passenger boat was looted within halting distance of Samshui. Three native junks were simultaneously held up riding at anchor in Sam-kong when the Rev. Dr. C. K. Hager (an American subject) was kidnapped, and robbed of all his belongings. A native junk was ransacked of its valuable cargo within the territorial waters of the Portuguese off Taipa, near Macao. The Standard Oil Company's launch *Comet* (American) was boarded and robbed of all its arms and ammunition in broad daylight within sight of the Chinese fort at Whampoa. The *Chai-kong* was twice victimised on the West River, and the latest of all these numerous and unvaried outrages was first reported in the Colony by the *Hongkong Telegraph* on Saturday. Thanks to the special arrangement with our newly started and enterprising Canton contemporary—the *Daily News*—this journal was able to assemble the news in the Chinese with a couple of hours of the facts being officially reported in Canton. This latest occurrence is attended by circumstances which render the outrage far more serious than any of its predecessors.

The *Sainam*—the vessel involved—belongs to the triple combination represented by the Hongkong, Canton & Macao Steamship Co., Ltd., the China Navigation Co., Ltd., and the Indo-China S. N. Co., Ltd. She flies the British flag; she is commanded and officered by Britishers; and she carries special guards of four Indian and Chinese soldiers in her *His Majesty's* arms, and who, on signing the ship's articles, were registered at the British Consulate-General at Canton the other day.

Our telegraphic news on Saturday was, of necessity, incomplete in all its details, and so, full particulars of this sad and unfortunate affair were awaited with considerable anxiety in Hongkong.

After we had gone to press on Saturday a second telegram reached us from Canton which read:—

"Canton, 14th July, 2.30 p.m."

"Captain Joslin comes Hongkong this afternoon."

ARRIVAL OF THE "KISHAN."

This information, a representative of the *Telegraph* was detailed to await the arrival of the *S.S. Kishan* on Saturday night. He arrived at the wharf at 10 p.m. It was evident that all that information could be given to render immediate medical aid (if necessary) to Captain Joslin, who was reported to be seriously wounded, had been carefully thought out. A covered-in, wheeled ambulance was in readiness with four bearers from the Government Civil Hospital. Dr. G. M. Harrison was the medical officer in attendance, there being also on the wharf Captain W. E. Clarke, Acting Secretary of the Hongkong, Canton & Macao Steamship Co., Ltd., Mr. John Arnold, another officer of the Company, Captain R. B. Innes, marine superintendent, Captain B. Branch, West River superintendent (Messrs. Butterfield & Swire), and a few civilians who, probably, prompted by a natural anxiety to ascertain Captain Joslin's condition, had proceeded to the wharf to learn the earliest intelligence personally.

CAPTAIN JOSLIN ABOARD.

The *S.S. Kishan* entered the harbour on the stroke of ten o'clock and drew alongside her wharf at 10.10 p.m., making fast within a couple of minutes later. As soon as the gangway was hoisted up Captain Clarke was the first to step across to the ship, followed by Dr. Harrison and the other Europeans, including the *Telegraph's* representative. The group marched in single file up to the weather deck of the *Kishan*, and here Captain Joslin had been accommodated in an easy chair on the journey down from Canton. Captain W. E. Clarke, of the *Kishan*, standing by his wounded colleague, received the chief of the Steamship Co. and the surgeon attending. Captain Joslin, who is a comparatively young man, is possessed of splendid physique and a constitution far above that of an ordinarily strong man. He was reclining in the chair, dressed in loose night garments and his chest exposed. A light white bandage girded his frame immediately below the lungs, and under the right breast bone is located the wound through which the revolver bullet penetrated. But for his reclining posture, it was impossible to detect from his cheerful and robust appearance that Captain Joslin was suffering from the brutal attack, and the serious injury so cruelly inflicted on him. He conversed with Captain Clarke and replied to Dr. Harrison's inquiries in a perfectly coherent manner. After the surgeon had ascertained his patient's condition the ambulance was ordered on board, and at 10.30 p.m., Captain Joslin was removed to the Government Civil Hospital, where he is under treatment.

Dr. C. R. Hager was a passenger on the *S.S. Kishan* last night, and stated that he was on deck with Captain Joslin, during the trip, and was astonished at his power of endurance which was such as he had never met with in all his long medical experience. With a bullet in his breast Captain Joslin was not only able to take charge of his own ship, but many hours later he climbed unaided to the deck of the *Kishan*.

CAPTAIN JOSLIN OPERATED ON.

Inquiries at the Government Civil Hospital, yesterday forenoon, elicited the information that Captain Joslin passed a very good night. At the time of our inquiry (11.15 a.m.), Dr. J. Bell, the superintendent, and Dr. W. V. Koch, the assistant superintendent, were busily engaged in performing an operation to extract the bullet from the patient. By noon the operation was completed, and thanks to the combined surgical skill of the Government Hospital doctors, it was attended with entire success. The bullet was extracted, and we are glad to be able to state, Captain Joslin is doing as well as can be expected, under the circumstances.

DETAILS OF THE OUTRAGE.

It would have been obviously inconsiderate and injudicious, in the condition of Captain

Joslin on arrival, to submit to him questions relating to the savage assault on his vessel, in the nature of a Press interview. In the circumstances it was absolutely unnecessary since a complete narrative of the occurrence was related by him to the Captain and Officers of the *Kishan* on the journey to Hongkong. From them our representative was very kindly placed in possession of the following facts:

The *Sainam* trades between Canton and Wuchow. On Friday (13th inst.) with cargo and passengers on board she left Kaokong, on the West River, at 6.45 p.m. to proceed to Samshui. All went well for half-an-hour or so from the commencement of the journey. At about a quarter past seven in the evening, Captain Joslin, the Rev. Dr. R. J. Macdonald, M.D., of the Wesleyan Missionary Society, and Mr. J. Seggie, chief engineer, were standing outside the saloon door, after dinner, gathered in pleasant conversation.

INDIAN GUARD ATTACKED.

While so engaged, they observed what appeared to be the first symptoms of a slight disturbance among the Chinese passengers—some of whom were in reality pirates in disguise. An Indian guard was seen to lead one of the ringleaders by the queue, with the ostensible purpose of taking him before the captain. In doing so the watchman was noticed to try to reach his revolver on the side of his belt. Perceiving the purport of the Indian's attitude, the man was at once overpowered by some Chinese and knocked down. Whereupon the three Europeans led by Capt. Joslin rushed to the watchman's assistance, without, however, taking the previous precaution of providing themselves with any weapons. This was explained in their belief that the attack was only a case of common assault.

EUROPEANS MURDEROUSLY CHARGED.

When the Europeans got near, a concerted murderous charge was made by a gang of three or more men who viciously attempted to reach the doctor and the ship's officers with swords, one ruffian, meanwhile firing a shot from a rifle at Capt. Joslin, which lodged a bullet under his right breast bone, penetrating to the back.

It at once dawned upon the three men that they were face to face with desperadoes such as the locality has a notoriety for, and a desperate hand-to-hand encounter would have to be fought to the death. With a wonderful presence of mind the three ran to the wheel-house for the ship's arms; they were closely pursued by the murderous gang. Before the officers had time to get the rifles out of the store, they were forced to seek an exit by the opposite door of the wheel-house. No sooner had they emerged from this exit than a second gang, quite as numerous as the first, and armed with rifles and swords, charged from the opposite direction. Meanwhile the pirates were reinforced by their confederates. Seeing the overwhelming odds against them, the Europeans turned to the saloon, where they hoped to find shelter. Engineer Seggie was the last to get into the saloon, and promptly closed the door behind him.

"I AM WOUNDED."

All this time Capt. Joslin was unconscious that he had been wounded by the first rifle shot from the pirates. As he now began to flow from the wound, and he felt his coat wet on his skin, he turned round to Dr. Macdonald, saying, "I am wounded!" The doctor's first thought was to render immediate aid to his injured companion, and proceeded to open the Captain's coat to ascertain the extent of his injuries.

DR. MACDONALD SHOT.

While he was so engaged a stinkpot was thrown into the saloon, dispersing the men there. Capt. Joslin and the doctor rushed out on the starboard (or port) side of the ship—it has not been clearly established, and as soon as they were outside the saloon, Dr. Macdonald exclaimed to the Chinese, in the vernacular tongue, in which he was quite proficient, "Um hai Um hai!" ("Don't, don't.") Before he could utter another word the thrust for blood so goaded the vile fiends on that one man deliberately drew out his revolver and, pointing at Dr. Macdonald, blew his brains out.

THE PIRATES' FIERCENESS.

Resistance against such frightful numerical odds, aimed at they were *cap-a-pie*, was completely hopeless, and Capt. Joslin, practically incapacitated from further fight by his serious wound, bethought himself of Dr. Macdonald's cabin to escape slaughter at the hands of the infuriated band. As he reached the cabin he dropped on the floor through exhaustion and loss of blood profusely streaming from his wound. Even here and in the helpless condition that he was in, the pirates, bent on doing him to death, followed him. The murderers started kicking Capt. Joslin as he lay on the floor, and mercilessly kicked him about. His presence of mind did not fail him even at this critical juncture, and Capt. Joslin feigned death. He wore a gold ring on his finger, which, before the pirates departed, they cruelly wrenched off, tearing his skin and a portion of his flesh as they did so. They then let him for dead on the floor, giving a contemptuous parting kick on his prostrate body as they turned away.

THE GUARDS HORS DE COMBAT.

Before the struggle proceeded between the pirates and the Europeans, the ruffians made sure of overpowering all the four Indian guards, who, as already stated, were the first objects of attack. By sheer force of numbers the Indians were ultimately placed *hors de combat*, not being able to show a plucky fight in the stubborn resistance they made against such big odds. "And those men were armed with cutlasses, instead of a six-chamber revolver, which is a defensive weapon of restricted utility at short range, the issue of the fight might have given results far more satisfactory than the complete victory and mastery of the situation gained by the depredators in the present instance."

CHINESE FIREMAN'S GALLANTRY.

If the connecting links in the chain of this narrative present sad reading, one feature of the tragedy is not unworthy of special note and comment—in particular reference to the damaging assertions so often appearing in public print against the value of Asiatic crews on board British ships. It is our pleasant duty to record that Chief Engineer Seggie owes his life no less to his own pluck and valour than to the assistance of his Chinese fireman who helped him to a place of refuge before the boilers. To reach him at this point of vantage, the pirates could only approach singly, and, towards that they were, none dared to show fight.

LOOTING WITH VENGEANCE.

Having disposed of the European Officers and the Indian guards, the marauders obtained complete control of the vessel. Little did they care for the Chinese crew who were utterly powerless. The pirates had the *Sainam* anchored in a creek and forthwith began the work of looting with vengeance. Cabin doors were smashed open, the purser's office ransacked, and Engineer Seggie's apartments raked for all that was worth taking away. They didn't get much, however. Seggie had only some fifteen dollars' worth of small money lying about which the robbers appropriated.

From the Captain's cabin some papers of no value were removed. Capt. Joslin had fortunately put away his money in a plain little wooden box of inconspicuous appearance. This the pirates did not imagine was worth their while to carry away, and so left the box where it stood. The Captain subsequently recovered it and had his little treasure "chest" with him on board the *Kishan* yesterday, turning it over to Capt. Lousius's safe keeping as he was removed to hospital last night.

THE CHINESE PASSENGERS.

fared badly at the hands of the looters. All their trunks and packages were forced open indiscriminately, and those of the passengers who remonstrated were viciously assaulted, many being seriously injured as to require being sent to hospital at Canton for treatment. The exact extent of the native passengers' losses will never be ascertained.

A PITIFUL SIGHT.

The *Sainam* presented a pitiful sight of wreckage and debris—in the shape of smashed doors, splints of woods, a profusion of broken glass windows, and bullet-riddled panels—after the whole hour she was held in the ruthless mercy of the plunderers.

THE PIRATES' ESCAPE.

The plan of operations must have undoubtedly been laid by a professional hand, trained by practical experience and aided by a number of confederates no less skilful in the pursuit of the nefarious traffic which has terrorised travellers and traders in this particular district. For no sooner was the extensive looting completed than the gang—viciously estimated at between 70 and 100 men—systematically transferred all the booty into five large junks that were waiting the opportunity. The crews of these junks are said to have been all naked, but had taken the previous precaution of having their bodies painted in different coloured dyes so as all the more effectually to complete their disguise. The booty carried away, however, may yet prove their very undoing, by means whereof it is trusted a clue might be established leading to the capture of a few, at any rate, of the murderous gang who, so far, escaped scatheless with not much as a single member injured in the affray.

THE PIRATES' DEPARTURE.

In less than an hour the piratical fleet "was out of sight. When all danger was thought to be over the pilot assumed charge of the *Sainam* and promptly cleared her. The native fireman at the same time went up to Seggie in the retreat as the messenger of the joyful tidings that "All's well as" meaning that the pirates had departed. He also told his chief that "Captain Joslin dead," so completely successful was Joslin's ruse. Seggie got out of his hiding place almost immediately, and made straight for the captain in Dr. Macdonald's cabin. Capt. Joslin recognised his fellow-officer as soon as he stepped in and in unflattering tones inquired: "Is that you, Seggie?" On being asked that he was no other, the joy was mutual, that both survived the ordeal of the evening. The chief engineer's injuries, though severe, were due to burns from the primitive Chinese infernal machine, and the scalds from contact with the hot boilers.

JOSLIN ON DECK.

Capt. Joslin, with assistance, was taken up on the top deck, and there he remained in a chair at his post till Samshui was reached.

GUARD OF BLUEJEANS ABOARD.

At Samshui an official report of the occurrence was made. The *Mooreen* (British river gunboat) which was in port sent a guard of bluejeans on board the *Sainam*. Capt. Joslin then attended to by the doctor of the *Mooreen*. First aid having been rendered him, the *Sainam* proceeded with all speed to Canton reaching that port at 1.30 p.m. on Saturday (14th inst.).

AT CANTON.

The Chinese officials and the British and foreign Consular authorities had been communicated to them by wire from Samshui the main outlines of the tragedy, and so on the arrival of the *Sainam* at Canton the principle officials promptly boarded the vessel, on a preliminary investigation. Tantai Wei, Tsung-yao appeared on behalf of the Viceroy.

THE INJURED CHINESE PASSENGERS WERE ALL REMOVED TO THE CANTON HOSPITAL AND CAPTAIN JOSLIN'S WOUND WAS DRESSED BY DR. DAVENPORT.

Just before the *Kishan* left Canton for Hongkong on Saturday, the remains of the late Rev. Dr. Macdonald were being put into a coffin. In a special despatch received from our Canton correspondent yesterday, he wrote: "The remains of the late Dr. Macdonald will be sealed in an airtight coffin and taken to Wuchow."

To complete the narrative it should be mentioned that before the pirates left the *Sainam* they piled some clothes in a heap and set fire to it, with the idea, no doubt, of burning the ship and so extinguishing the trace of their depredations. The fire failed to increase, however, and they failed in their last diabolical conception. For had the ship caught fire there could have been no knowing to what number the dreadful casualty list might have reached.

3 p.m.

On an appointment being arranged yesterday morning a representative of this paper called at the Government Civil Hospital shortly before three o'clock to interview the captain of the *Sainam*. On arrival at the institution he was told to go to the first floor and in Ward No. 5, he would find the Captain. On his way to Ward 5 he met a sister and, on informing her of his mission, he was told to wait, while she hustled off to the other end of the verandah and engaged in conversation with a gentleman, who sat erect in a long chair, and who, our representative was later informed, was the captain of the *Sainam*.

She returned in somewhat of a hurry and said that she was afraid the captain could not be interviewed. "The captain is not at present in a fit condition to talk," she continued. "He has just had an operation performed and the bullet extracted, besides he is in pain." "Then under the circumstances the interview is off," "You might call to-morrow when I think he will be in a condition to speak."

After a short conversation, in which the journalist was informed that Captain Joslin had great difficulty in lying down, but could sit erect, our reporter took his departure, promising to return on the morrow.

"CANTON DAILY NEWS" REPORT.

Our promising new contemporary at Canton, the *Canton Daily News*, issued the following Express on Saturday (14th July)—

Yesterday, at 7 p.m., while 50 miles below Samshui, the *S.S. Sainam* was plundered by river pirates.

The desperadoes came on board as passengers and at Kaotung surrounded the saloon while the passengers were at dinner. Missionary Dr. Macdonald, who was a passenger, was shot dead on the spot, the Captain severely wounded. The Chief Engineer took refuge in the engine-room where he hid, behind the boilers, from where he was later rescued, badly injured by the intense heat.

Those of the native passengers who offered resistance were killed by blows on the head, and four Indian watchmen (ship's guard) were also badly injured.

The whole ship was plundered, doors broken open, trunks and furniture smashed. The ship presents a horrible spectacle. After completing their dastardly work the pirates dropped anchor, and left the ship by Chinese junks that were awaiting them. The crews of these junks were entirely naked and painted in fantastic colours.

H. M. gunboat *Mooreen*, stationed at Samshui, left at once for the scene of the robbery. Commissioner of Customs at Samshui, von Lindholm, at once wired details of the atrocity to H. E. the Viceroy and the Commissioner of Customs at Canton, and sent to-day by first train a deputy to communicate with the authorities.

At once upon receiving the news of the outrage Mr. von Lindholm sent word to the Chinese Admiral in Samshui, who considered his full duty done by sending a Mandarin of low degree to investigate the matter. The Mandarin is expected to arrive here at noon to-day, carrying the remains of Dr. Macdonald.

Dr. Macdonald leaves a widow who resides at Wuchow, where the deceased was for years one of the most respected and popular residents. The funeral of the late Rev. Macdonald, M.D., will take place this afternoon about 2. A launch will leave the French Steps at about that time.

[The foregoing narrative was issued in a special edition of the *Hongkong Telegraph* at six o'clock yesterday (Sunday) evening.—Ed., 11.15 p.m.]

CAPTAIN JOSLIN PROGRESSING FAVOURABLY.

From inquiries made at the Government Civil Hospital at 3 o'clock this afternoon, we learn that Captain Joslin is progressing in the most favourable manner. He was enjoying the breeze on the balcony of the Hospital and spending the passing hours in the most agreeable fashion. There is no doubt that the Captain will make a speedy recovery from the effects of the wound he received in the affray on the *Sainam*.

ANOTHER ACCOUNT.

[From Our Own Correspondent.]

Canton, 14th July.

The steamer *Sainam* which left Canton on the morning of the 13th for Wuchow was proceeding as usual on her regular voyage when the passengers were suddenly attacked by pirates near the village of Samshui. The only foreign passenger aboard was Dr. R. J. Macdonald, of Wuchow, who for 12 years has been a missionary under the Wesleyan Mission at that place. The remaining foreigners were Capt. Joslin and the engineer. It seems the pirates had taken passage at Canton, Yeung Ki and various other villages between Canton and the place of attack. About 7.15 last evening, after the evening meal, the pirates simultaneously attacked the Chinese and the three Europeans. Dr. Macdonald was instantly killed, being shot in the forehead. In the dining saloon where the doctor fell, the wreck of the furniture showed a hard struggle. Capt. Joslin was wounded in the chest and abdomen, and being seriously injured, feigned death and was kicked and knocked about mercilessly; but owing to this ruse he was let alone and owes his life to great presence of mind.

The engineer took to the engine-room and crawled under the boilers where only one man at a time could attack him, and cowardly, leaving such odds, left him unmolested. The entire ship was looted from stem to stern, the money from the purser's office and all valuables, wherever found, were promptly seized. The steamer's cabin doors, windows, and furniture were smashed and splintered, as though she had been attacked by a gunboat with shells at short range.

The vessel is strewn with broken glass, splints of wood, door frames, and every sort of debris.

A number of Chinese passengers were seriously injured and were taken at once to the Canton Hospital on the arrival of the steamer at the port.

The remains of Dr. Macdonald arrived here this afternoon (July 14th) on the ill-fated steamer which returned to Canton instead of proceeding on its journey.

The doctor will be interred here this afternoon, by the members of the Wesleyan Mission residing in Canton. Dr. Macdonald is a veteran missionary; he has had an honoured service in Wuchow, being held in high esteem by the foreign community there, being the Customs physician, by the missionary body, and by all who knew him in this city and Hongkong, not only on account of his professional attainments, but for his great culture and learning, together with his most earnest devotion to help the Chinese. Dr. Macdonald leaves a widow and two children.

The pirates, to the number of 150, after collecting the looting, we met by five large cargo boats which have alongside the steamer, and thus made off. Not one was captured. The English gunboat *Mooreen* has gone to the scene of trouble. The Chinese officials met the *Sainam* at the port and a full investigation is being made through the Chinese on board at the time.

A steamer of this size has not been attacked on these rivers for a long time and a thorough search for the pirates will doubtless be made by the authorities.

Later. The remains of Dr. Macdonald will be sealed in an airtight coffin, and taken to Wuchow.

INJURED INDIAN GUARDS.

ARRIVAL IN HONGKONG TO-DAY.

A MASS OF HANDS AND MISERY.

Amid a surging throng of wandering Chinese, three of the Indians who formed the guard on board the *Sainam* arrived by the steamship *Bankow* at 3.15 this afternoon. The reception they received was in curious contrast to the excitement on board. There they had been accommodated on the upper deck, away from the rag, tag and bobtail, and there they sat nursing their wounds and looking the picture of misery. They had been squatting on the usual Chinese mats and their thoughts seemed to be miles away.

One of the trio, a bearded old warrior, seemed to have no wounds at all. In fact, he almost became cheerful when questioned, though an interpreter, as to his injuries. He lifted up his vest, however, and showed a forbidding-looking bruise on his stomach. He was actually the worst hurt of the three.

Another was patched all over the face. He had a bandage over his brow and round his ear. There was a patch under his right eye, and half a dozen pieces of plaster on his nose. Every now and again he felt his nose gingerly, and his lips kept moving as if he were saying to himself—"My beauty's gone for ever, ah me!" He could not speak English. The third had his head swathed in bandages, round and round about head, neck and face. Only his eyes and a piece of his brown nose were visible. He seemed to be looking into vacancy; at least, he had no interest in what was passing around him.

Captain Clarke, secretary of the Hongkong, Canton & Macao Steamship Co., was this

first up the gangway when the *Bankow* had been moored. He received packets from Canton and at once proceeded to examine the condition of the Indians. But little could be got from them; they were tongue-tied and could only appear miserable. On the instructions of Captain Clarke, the men were removed to the Government Civil Hospital in chairs. They do not seem to have been dangerously wounded, although there can be no doubt they had suffered greatly at the hands of the pirates. The fourth Indian, who was very seriously injured, has been detained at the hospital in Canton.

To-day's Advertisements.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, Victoria, Hongkong, on TUESDAY, the 31st day of July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1905, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905, will be submitted for confirmation as Special Resolutions:—

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (John D. Humphreys & Son) of the one part and the Peak Tramways Company, Limited, of the other part be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the Peak Tramways Company, Limited, of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said "Peak Tramways Company, Limited," in the terms of the said Draft and to carry the same into effect, with such (if any) modification as they may think expedient.

Dated 16th July, 1906.

JOHN D. HUMPHREYS & SON,

General Managers. [738]

S.S. "LAISANG" GENERAL AVERAGE.

ARRIVED Hongkong 8th December, 1905, from CALCUTTA, PENANG and SINGAPORE. On FIRE 20th November, 1905, between SINGAPORE and HONGKONG.

ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, Indo-China S. N. Co., Ltd., before 31st July, 1906, otherwise they will not be recognised.

Hongkong, 16th July, 1906. [735]

COMPAGNIE DES MESAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE COMPANY'S Steamship.

"ERNEST SIMONS."

Captain Bourdon, will be despatched as above, on or about the 23rd instant. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 16th July, 1906. [111]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON, &c.

THE Steamship

"GLENSTRAE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m., TO-DAY.

Goods not cleared by the 22nd instant will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW. Hongkong, 16th July, 1906. [736]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SAMBIA."

Captain O. Müller, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd July, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd July, at 3 p.m.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Hongkong Office. Hongkong, 16th July, 1906. [737]

Intimations.

THE ROBINSON PIANO.

CO., LD.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	SAIL
GLASGOW and LIVERPOOL	"ACHILLES"	19th July.	
GLASGOW and LIVERPOOL	"ALCINOUS"	26th "	
GLASGOW and LIVERPOOL	"DIOMEDES"	2nd August.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	9th "	
GLASGOW and LIVERPOOL	"PELEUS"	16th "	
GLASGOW and LIVERPOOL	"CHING WO"	23rd "	
GLASGOW and LIVERPOOL	"ANTENOR"	30th "	
GLASGOW and LIVERPOOL	"CYCLOPS"	6th "	
GLASGOW and LIVERPOOL	"BELLEROPHON"	13th "	
GLASGOW and LIVERPOOL	"KINTUCK"	20th "	

HOMEWARD.

FROM	STEAMERS	TO	SAIL
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th July.	
LONDON, AMSTERDAM & ANTWERP	"TEUCER"	24th "	
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "	
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	7th August.	
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	14th "	
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	21st "	
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	28th "	

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO	SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"TELEMACHUS"	4th August.	
NAGASAKI, KOBE and YOKOJIMA	"BELLEROPHON"	1st September.	

WESTWARD.

FROM	STEAMERS	TO	SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	16th July.	
	"TYDEUS"	15th August.	

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th July, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	SAIL
MANILA	"TEAN"	17th July.	
KOBE	"SHANSI"	18th "	
CEBU and ILOILO	"KATFONG"	18th "	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	18th "	
NINGPO and SHANGHAI	"SHAOSHING"	20th "	
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENTSIN	"KWEICHOW"	24th "	
MANILA	"TAMING"	24th "	
KOBE	"TAIYUAN"	25th "	

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th July, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon and Stewardess carried.
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ROBI	1540	R. Almond	MANILA (DIRECT)	SATURDAY, 21st July, at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 28th July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 14th July, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 16th July, 1906.

Dentistry.

Dr. M. H. O'HARA,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 1st July, 1905.

TWIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 16th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINE
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS	DESTINATIONS	TO SAIL
SAMBIA	SHANGHAI, YOKOHAMA AND KOBE	18th July.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	25th July.
* SILESIA	SHANGHAI, YOKOHAMA AND KOBE	3rd August.
* SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.

HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT, BLACK SEA and BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.

STEAMERS	DESTINATIONS	TO SAIL
* SCHWARZBURG	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	24th July.
ALESIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	7th August.
SPEZIA	HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	21st August.
* SILESIA	NAPLES, HAVRE and HAMBURG. (Calling at SPOR, PENANG & COLOMBO).	4th Sept.
* SCANDIA	NAPLES, HAVRE and HAMBURG. via SINGAPORE, PENANG AND COLOMBO	18th September.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washermen.The "RHEMANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to the Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HANSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS	DESTINATIONS	TO SAIL
KOWLOON	KOBE AND YOKOHAMA	18th July, at 3 P.M. Freight and Passengers.
ITHAKA	SHANGHAI AND CHINKIANG	To follow.
LYDIA	SHANGHAI AND CHINKIANG	To follow.
DAPHNE	NAGASAKI AND WLADEVOSTOK	End of July, Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINE,
HONGKONG OFFICE.

For steamers of the Coast Service marked * to

SIEMSEN & CO.

Hongkong, 16th July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	TUESDAY, 17th July, 3 P.M.
SHANGHAI	"CHOYANG"	THURSDAY, 19th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	THURSDAY, 19th July, 4 P.M.
MANILA	"CHIPSING"	FRIDAY, 20th July, 4 P.M.
TIENTSIN	"YUENSANG"	FRIDAY, 20th July, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 16th July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,433	Metzenhain	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargoes
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain St. John George, will be despatched as
above, on SATURDAY, the 28th instant, at
Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th July, 1906.

ORIENTAL PACIFIC LINE.

FOR YOKOHAMA AND SAN FRANCISCO.

THE Steamship

"DAKOTAH"
will be despatched for the above Ports, on or
about the 10th of August.For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 28th June, 1906.

Shipping—Steamer.

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR BANGKOK VIA SWATOW.

The Chartered Steamship

"PROMETHEUS."

Captain Cornelissen, will be despatched as
above on or about TUESDAY, the 17th instant,
at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Princes Building.

Hongkong, 13th July, 1906.

Consignees.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S. S. "FOXLEY,"

FROM NEW YORK.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that all
Goods are being landed at their risk into
the Godowns and/or extra hazardous Godowns
at the Hongkong and Kowloon Wharf and
Godown Co., Limited, Kowloon, whence deli-
very may be obtained.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th July, at 3 P.M.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 19th July, will be subject
to rent.All Claims against the Steamer must be
presented to the Undersigned on or before the
21st July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 13th July, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo—
From London, &c., ex S.S. *Marmora*.
From Australia, ex S.S. *Moldavia*.
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 17th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 11th July, 1906.

NOTICE TO CONSIGNEES.

STEAMSHIP "MORTLAKE,"
FROM SAMARANG, SOERABAYA, PAN-
ROKAN AND CHERIBON.THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture and to take immediate delivery of their
Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk
and expense.No Fire Insurance will be effected by us in
any case whatever.DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th July, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIG,"

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be
obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 17th instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 24th
instant, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 17th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 10th July, 1906.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies' Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.The Superiority will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Instituted 22nd April, 1894.

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.Wm. PARLANE,
Manager.

Hongkong, 22nd June, 1905.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCKAT
REASONABLE PRICES.

Hongkong, 7th March, 1905.

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY
FRESH MUTTON and BEEF, at
Moderate Prices.Should patrons find any Meat supplied not
to be fresh, full price will be refunded on the
return of the Meat to the Stall.TUNG WING,
No. 1 Stall, Central Market.
Hongkong, 14th May, 1906.KWONG SANG & Co.,
No. 70, WELLINGTON STREET.GENERAL DRAPERS, MANUFAC-
TURERS AND DEALERS in Ladies'
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has reopened their
FURNITURE STORENo. 35, DES VOUX ROAD CENTRAL.
The only Shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:—"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."(Sd.) A. S. WATSON & Co., Ltd.
ORDERS punctually attended to, and
CHARGES most moderate.AN INSPECTION INVITED.
Hongkong, 1st March, 1906.

For Sale.

Mails.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN." Captain A. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 24th July, at 1 P.M. This steamer connects at Colombo with the Australian line & Australia bound for Marseilles via Bombay and Aden. Passage tickets and through bills of lading issued for above ports, and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places in Europe. Next sailings will be as follows:— S.S. ARMAND BEHIC ... 7th August. S.S. ERNEST SIMONS ... 21st August. S.S. CALEDONNIEN ... 4th September. S.S. POLYNESIEN ... 18th September. S.S. SALAZIE ... 2nd October. G. DE CHAMPEAUX, Agent. Hongkong, 14th July, 1906.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.)

The Steamship "DEVANHA." Captain T. H. Hyde, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 28th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mooltan, 9,600 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on the 9th September, 1906. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 14th July, 1906.

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Shawmut	9,600	E. V. Roberts	27th July
Tremont	9,600	T. W. Guthrie	22nd Aug.
Lyra	4,417	G. V. Williams	

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS. The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents. Queen's Buildings, Hongkong, 3rd July, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"LOWTHER CASTLE"	25th July.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 23rd June, 1906.

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING AND COPYING in all sizes. LARGE SELECTION OF VIEWS ALWAYS ON HAND. PRICE VERY MODERATE. Hongkong, 14th September, 1905.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

WHISKY, PALL MALL.

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

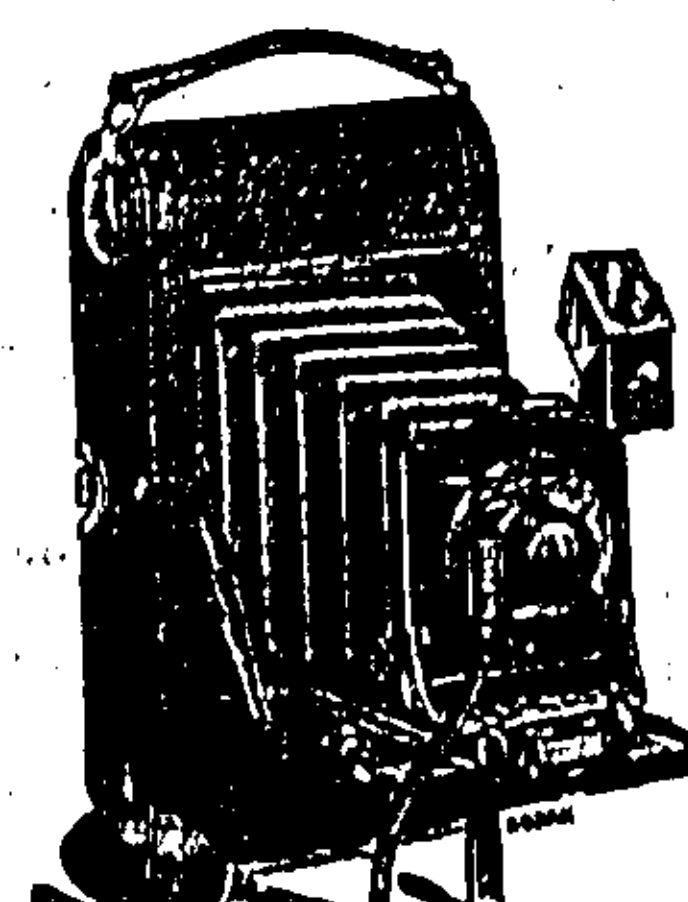
ACHEE & CO. ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.



DEPOT

FOR EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION. Hongkong, 16th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALU.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$9,500,000 \$250,000 \$12,735 \$150,000	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/09/16 } = \$26.87 for 2nd half-year 1905	5 1/2 %	{ \$830 London 2/2 47 cum call sa.
National Bank of China, Limited	99,925	£7	£6	\$1,600,000 \$147,895	\$74,099	\$2 (London 3/6) for 1903	...	\$342 1/2
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	5 1/2 %	\$342 1/2
North China Insurance Company, Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000 } \$7,000,000 \$311,131 \$1,153,844 \$69,279 \$800,000 £61,278 \$15,527 £1,000,000 \$229,488 £26,616 \$1,220,928	Tls. 302,053	Interim div. of 7/16 @ ex 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$7,000,000 \$311,131 \$1,153,844 \$69,279 \$800,000 £61,278 \$15,527 £1,000,000 \$229,488 £26,616 \$1,220,928 } \$2,727	\$2,727	Interim div. of 13/- for 1905	4 1/2 %	\$810 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$800,000 £61,278 \$15,527 £1,000,000 \$229,488 £26,616 \$1,220,928 } \$509,134	\$509,134	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$800,000 £61,278 \$15,527 £1,000,000 \$229,488 £26,616 \$1,220,928 } \$344,058	\$344,058	\$6 for 1904	6 1/2 %	\$88
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$800,000 £61,278 \$15,527 £1,000,000 \$229,488 £26,616 \$1,220,928 } \$422,618	\$422,618	\$25 for 1904	8 %	\$312 1/2 sa. & b.
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$16,000 £3,031 \$38,941 £250,000 \$500,000 £154,331 \$170,000 £280,918 \$1,099 } \$26,638	\$6,563	\$14 for 1905	7 1/2 %	\$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$16,000 £3,031 \$38,941 £250,000 \$500,000 £154,331 \$170,000 £280,918 \$1,099 } Nil.	Nil.	\$33 for year ended 30.6.1905	8 %	\$43 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$16,000 £3,031 \$38,941 £250,000 \$500,000 £154,331 \$170,000 £280,918 \$1,099 } \$12,080	\$12,080	\$1 for 2nd half-year making \$2 for 1905	7 1/2 %	\$27 sales
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ \$16,000 £3,031 \$38,941 £250,000 \$500,000 £154,331 \$170,000 £280,918 \$1,099 } £24.2	£24.2	10/- @ ex. 2/1 9/16 = \$1.60	6 1/2 %	\$70 ex div.
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ \$16,000 £3,031 \$38,941 £250,000 \$500,000 £154,331 \$170,000 £280,918 \$1,099 } Tls. 21,146	Tls. 21,146	{ Final Tls. 3 making Tls. 5 for 1905 Final Tls. 14 making Tls. 34 for 1905 } 7 %	7 %	Tls. 62 sellers Tls. 51 buyers 27/6
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ \$16,000 £3,031 \$38,941 £250,000 \$500,000 £154,331 \$170,000 £280,918 \$1,099 } £4.144	£4.144	1/- (Coupon No. 6) for 1905	4 %	\$30
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$16,000 £3,031 \$38,941 £250,000 \$500,000 £154,331 \$170,000 £280,918 \$1,099 } Tls. 98,000	Tls. 98,000	{ \$1.50 } \$2.75 for year ending 30.4.1906	{ 5 % 3 1/2 % }	\$50 \$21
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ \$16,000 £3,031 \$38,941 £250,000 \$500,000 £154,331 \$170,000 £280,918 \$1,099 } Tls. 48,000	Tls. 48,000	Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	70,000	\$100	\$100	{ \$850,000 £85,000 \$85,129 } none	\$40,914	Final of \$15 making \$25 for 1905	16 1/2 %	\$150
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$850,000 £85,000 \$85,129 } none	Dr. \$132,588	\$3 for 1897	...	\$20 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$850,000 £85,000 \$85,129 } Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.9.04	...	Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ \$80,000 £8,000 \$8,000 } none	£13.355	{ 1/- (No. 6) interim div. for 12 months } ending 28.2.05	7 %	Tls. 10 sales
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ \$80,000 £8,000 \$8,000 } none	G. \$909,050	Final of 50 cents making \$1 for 1905	7 %	G. \$14
Paub Australian Gold Mining Company, Limited	150,000	£1	£1	{ \$80,000 £8,000 \$8,000 } none	Dr. £8,745	No. 12 of 1/- = 48 cents	...	\$3 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 £14,000 \$14,000 } none	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$70,000 £14,000 \$14,000 } \$550,000	\$20,010	Final of \$3 making \$6 for 1905	5 1/2 %	\$166 buyers
New Amoy Dock Company, Ltd.	10,000	\$50	\$50	{ \$70,000 £14,000 \$14,000 } \$550,000	\$362,232	\$6 for second half-year making \$12 for 1905	8 %	\$148
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$70,000 £14,000 \$14,000 } Tls. 1,000,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai and Hongkew Wharf Company, Limited	30,000	Tls. 100	Tls. 100	{ \$70,000 £14,000 \$14,000 } Tls. 487,210	Tls. 57,65	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 106
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$70,000 £14,000 \$14,000 } Tls. 30,000	Tls. 5,668	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 222 1/2 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$70,000 £14,000 \$14,000 } none	none	First year	...	Tls. 100
Star House Hotel Company, Limited (Shanghai)	7,000	\$25	\$25	{ \$70,000 £14,000 \$14,000 } \$14,516	\$9,028	\$24 for year ended 30.6.1905	7 1/2 %	\$124 sellers
Central Stores, Limited (new issue)	24,000	\$15	\$15	{ \$70,000 £14,000 \$14,000 } none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 sales
Do. (Founders)	123	\$15	\$15	{ \$70,000 £14,000 \$14,000 } none	\$4,719	7 % on \$74 for 1905	...	\$124 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$70,000 £14,000 \$14,000 } \$64,975	1619	None	8 %	\$300 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$70,000 £14,000 \$14,000 } \$124,071	1619	\$5 for second half-year making \$10 for 1905	8 %	\$125
Hotel des Colonies Company, Limited	6,000	Tls. 25	Tls. 25	{ \$70,000 £14,000 \$14,000 } Tls. 29,793	Tls. 1,935	Final of \$34 making \$7 for 1905	6 1/2 %	\$134 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$70,000 £14,000 \$14,000 } Tls. 29,793	\$4,659	Final of 6 1/2 % = 10 % for 1905	14 1/2 %	Tls. 17 sellers
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$70,000 £14,000 \$14,000 } \$520,386	\$5,70	Final of \$6 making \$10	10 %	\$100
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ \$70,000 £14,000 \$14,000 } none	\$574	80 cents for 1905	7 1/2 %	\$11 buyers
Shanghai Land Investment Company, Limited	20,000	Tls. 50	Tls. 50	{ \$70,000 £14,000 \$14,000 } Tls. 869,491	Tls. 52,194	\$24 for 1905	5 1/2 %	\$38
West Point Building Company, Limited	12,500	\$50	\$50	{ \$70,000 £14,000 \$14,000 } Tls. 770,000	\$772	Final of Tls. 3 making Tls. 6 for 1905	5 1/2 %	Tls. 112 buyers
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ \$70,000 £14,000 \$14,000 } Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 75 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$70,000 £14,000 \$14,000 } \$30,000	\$23,264	\$7 for the year ending 31.7.05	7 %	\$14 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$70,000 £14,000 \$14,000 } Tls. 100,000	Tls. 18,718	3 1/2 a/c 1898	...	Tls. 58 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$70,000 £14,000 \$14,000 } none	Tls. 30,760	Tls. 8 for 1905	10 %	Tls. 73 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ \$70,000 £14,000 \$14,000 } Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	8 1/2 %	Tls. 300 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ \$70,000 £14,000 \$14,000 } none	\$1,066	\$7 for 1905	8 %	\$86 sales
Bell's Asbestos Eastern Agency, Limited	8,000	£12 1/2	£12 1/2	{ \$70,000 £14,000 \$14,000 } \$814	\$814	1 1/2 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$70,000 £14,000 \$14,000 } \$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$70,000 £14,000 \$14,000 } none	Nil.	\$1 for 1904	...	\$74 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ \$70,000 £14,000 \$14,000 } Tls. 50,000	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 78 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$70,000 £14,000 \$14,000 } none	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$70,000 £14,000 \$14,000 } \$18,000	\$1,481	80 cents for 1905	9 %	\$9 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$70,000 £14,000 \$14,000 } \$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$161 sales
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$70,000 £14,000 \$14,000 } \$410,000	\$5,291	\$2 dividend and 50 cents bonus for 1905	8 1/2 %	\$284 sellers
Hall & Holts, Limited	21,000	\$20	\$20	{ \$70,000 £14,000 \$14,000 } \$500,000	\$20,893	\$24 for year ending 28.2.06	11 %	\$23 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$70,000 £14,000 \$14,000 } none	\$2,568	\$1.00 for 10 months ending 28.2.06	8 %	\$15
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$70,000 £14,000 \$14,000 } \$160,000	\$3,796	\$5 for year ending 30.11.1904	6 1/2 %	\$35
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$70,000 £14,000 \$14,000 } \$160,000	\$3,776	Final of \$15 making \$19 for 1905	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$70,000 £14,000 \$14,000 } \$50,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$20
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$70,000 £14,000 \$14,000 } \$3,500	\$88	Final of 50 cents making \$1 for the year	11 %	\$9
Mitsubishi & Co., Ltd. (Landbouw)	25,000	Gs. 100	Gs. 100	{ \$70,000 £14,000 \$14,000 } Tls. 547,500	Tls. 10,374	second interim div. of Tls. 7 1/2 making	10 %	Tls. 225 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ \$70,000 £14,000 \$14,000 } Tls. 27,603	Dr. P. 34,324	{ Tls. 15 so far a/c yr. ended 31.10.06 } None	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ \$70,000 £14,000 \$14,000 } Tls. 165,000	Tls. 11,017	{ Tls. 31 final & Tls. 14 bonus making } Tls. 81 1905	6 1/2 %	Tls. 134 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ \$70,000 £14,000 \$14,000 } Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	11 %	Tls. 55 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ \$70,000 £14,000 \$14,000 } Tls. 8,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 1/2 %	Tls. 145 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ \$70,000 £14,000 \$14,000 } Tls. 24,820	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ \$70,000 £14,000 \$14,000 } Tls. 190,000	Tls. 85,592	{ Final of 37/6 making 52/6 for 1905/6 } First year	...	Tls. 365 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$70,000 £14,000 \$14,000 } none	Dr. \$41,934	None	...	Tls. 280 sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$70,000 £14,000 \$14,000 } none	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ \$70,000 £14,000 \$14,000 } Tls. 15,295	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,000	\$10	\$4	{ \$70,000 £14,000 \$14,000 } Tls. 4,000	\$551	{ 80 cents } for year ended 31.5.1905	9 %	\$9
Do. (Founders)	100	\$10	\$10	{ \$70,000 £14,000 \$14,000 } \$30,000	\$7,734	\$19.88	11 %	\$180
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$70,000 £14,000 \$14,000 } \$25,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$12 sales
William Powell, Limited	15,000	\$10	\$10	{ \$70,000 £14,000 \$14,000 } \$4,500	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 1/2